

Today's Advertisements.

CITY HALL—MUSIC ROOM.
FOR THE FIRST TIME IN HONGKONG.
"THE CINEMATOPHON."
(The latest and greatest success of London and Paris)

will exhibit for a short season, commencing:
TUESDAY, the 27th April, 1897,
at the following hours:—
From 11 A.M. to 12 Noon.
2.30 P.M. to 3.30 P.M.
5.30 P.M. to 6.30 P.M.
9.00 P.M. to 10.00 P.M.
10.15 P.M. to 11.15 P.M.
Admission:—ONE DOLLAR; Children, half-price.
Hongkong, 24th April, 1897. [673]

THEATRE ROYAL
CITY HALL.
THURSDAY, the 27th April, 1897,
and
SATURDAY, the 1st May, 1897.

H.M.S. "RAINBOWS"
MASTODON MINSTRELS.
Numbered
FORTY PERFORMERS.
Powerful Chorus and Capable Orchestra.
New and Suitable Scenery.
Handsome and Appropriate Costumes.
Novel and Unique First Part.
All Accompaniments Attractively Orchestrated.
Every Chorus Carefully Harmonized.
An Ode of Novelties in Second Part.
Divergingly Droll Dancing.
Effective Spectacular Marches.

The Curtain will rise punctually at 9 P.M.
PLAN and TICKETS at Messrs. ROBINSON
& Co's.
Prices:—\$2 and \$1.
SOLDIERS, SAILORS and POLICE in Uniform.
Half-price.
Late Trains 15 minutes after each performance.
Hongkong, 24th April, 1897. [669]

THEATRE ROYAL
POLLARD'S
ILLIPUTIAN OPERA COMPANY
WILL OPEN IN
THE CITY HALL,
in Cellina's Celebrated Opera
"DOOTHY."
ON
MONDAY, the 2nd May, 1897.
Prices of Admission:—\$3, \$2 and \$1.
Plan at W. ROBINSON & Co's. Piano and
Music Rooms, opening on MONDAY, April 26th.
A. H. POLLARD,
Advance Representative,
Hongkong Hotel.
Hongkong, 24th April, 1897. [674]

JUST LANDED.
A FRESH CONSIGNMENT of PINE
APPLE BRAND HAMS and BACON.
Also
A Small Shipment of well-known BUTTER.
H. RUTONJEE,
13, D'Almeida Street.
Hongkong, 24th April, 1897. [559]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.
FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship
"SUISANG"
having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.
Cargo Impending the discharge or remaining on
board after 4 P.M. of the 27th inst. will be landed
at Consignees' risk and expense into Godowns
at East Point.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 24th April, 1897. [669]

"SHIRE" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
FROM NEW YORK.

THE Steamship
"CARMARTHENSHIRE."
Captain E. Slocock, having arrived from the
above Ports, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Limited,
at Kowloon, and stored at Consignees' risk and
expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 30th instant will be subject
to rent.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 29th instant, at 2.30 P.M.
This vessel brings on Cargo from London, ex
S.S. *Albatross*.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 24th April, 1897. [666]

"BEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
STEAMSHIP "BENLEDI,"
FROM ANTWERP, LONDON AND
SINGAPORE.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.,
whence and/or from the wharves delivery may
be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 1st May will be subject
to rent.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 30th instant, at 3 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 24th April, 1897. [665]

Today's Advertisements.

CANTON INSURANCE OFFICE,
LIMITED.

NOTICE TO CONTRIBUTORS.

A BONUS of TWENTY PER CENT. upon
CONTRIBUTIONS for the year 1896
has been declared. The year 1896
WARRANTS will be issued on the 10th
proximo.

JARDINE, MATHESON & Co.,
General Agents,
CANTON INSURANCE OFFICE, LIMITED.
Hongkong, 24th April, 1897. [671]

IN THE MATTER OF ORDINANCE No. 2 OF 1893,
AND
IN THE MATTER OF THE PETITION OF RUDOLF
LANGHANS, OF 12B ELIZABETH STREET,
BRUNNEN, IN THE GERMAN EMPIRE, ELEK-
TRICAL ENGINEER, FOR LETTERS
PATENT, FOR THE EXCLUSIVE USE WITHIN
THE COLONY OF HONGKONG OF AN
"INVENTION FOR THE MANUFACTURE
OR PRODUCTION OF COATINGS ELECTRO-
LYTICALLY OF EARTH OXIDES."

NOTICE is hereby given that the
PETITION, SPECIFICATION and
DECLARATION required by the above Ord-
inance have been duly filed in the Office of the
Colonial Secretary of Hongkong, and that it is
the intention of the said RUDOLF LANGHANS,
by HENRY LARDNER DENNIS, his duly autho-
rized Agent and Attorney, to apply at the Sitting
of the Executive Council hereinafter mentioned
for LETTERS PATENT for the exclusive Use
within the said Colony of Hongkong of the
above-named Invention.

And Notice is also hereby given that a Sitting
of the Executive Council, before whom the
matter of the said Petition will come for decision,
will be held at the COUNCIL CHAMBER, at
Government Offices, Victoria, Hongkong, on
MONDAY, the 10th May, 1897, at 10 A.M.

Dated the 24th day of April, 1897.
H. L. DENNIS,
Solicitor.
64, Queen's Road Central,
Agent for the said
RUDOLF LANGHANS.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.
FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship
"HAILOONG,"
Captain Hodgins, will be despatched for the
above Ports on TUESDAY, the 27th instant, at
Noon.
For Freight or Passage, apply to:
DOUGLAS LAURIE & Co.,
General Managers.
Hongkong, 24th April, 1897. [675]

FOR SHANGHAI.
THE Steamship
"LYEEMOON,"
Captain G. Heumann, will be despatched for the
above Port on TUESDAY, the 27th instant,
at 4 P.M.
For Freight or Passage, apply to:
SIEMSEN & Co.,
General Managers.
Hongkong, 24th April, 1897. [670]

THE P. M. S. S. Co's. Chartered Steamship
"GLENAVON,"
will be despatched for SAN FRANCISCO, via
Kobe and Yokohama, on WEDNESDAY,
the 28th instant, at 6 P.M.
For Freight, apply to:
J. S. VAN BUREN,
Agent.
Hongkong, 24th April, 1897. [658]

NIPPON YUSEN KAISHA.
JAPAN-EUROPE LINE.
MONTHLY SERVICE.
FOR LONDON AND ANTWERP.
via SINGAPORE, COLOMBO, PORT SAID
AND MARSEILLES.
THE Company's Steamship
"RIJUN MARU,"
Captain Townsend, will be despatched as above
on SATURDAY, the 1st May, at 4 P.M., instead
of as previously advertised.
For Freight or Passage, apply to:
NIPPON YUSEN KAISHA.
Hongkong, 24th April, 1897. [668]

Intimations:
DAKIN, CRUICKSHANK &
COMPANY,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.
SIMPLE AERATED WATER.
SODA WATER.
LEMONADE.
GINGER ALE.
SARSAPARILLA.
RASPBERRYVADE, &c.

DAKIN, CRUICKSHANK & Co's. WATERS are
made under the constant supervision of a duly
qualified English Chemist, and will bear com-
petition with the best English Manufactures.
Special terms to HOTELS, CLUBS, MESSRS and
other Large Consumers.
Any complaints should be addressed to the
Manager.
Hongkong, 1st March, 1897. [379]

TO SUBSCRIBERS.
SUBSCRIBERS TO "THE HONGKONG
TELEGRAPH" ARE MOST RESPECTFULLY
REMINDED THAT ALL SUBSCRIPTIONS
MUST BE PAID IN ADVANCE.

Intimation.

A. S. WATSON & CO.,
LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS
OF
AERATED
WATERS.

OUR AERATED WATER FACTORY is fitted with
the best English Machinery, embodying the
latest improvements in the trade.

The Purest Ingredients only are used, and the
utmost Care and Cleanliness exercised in the
Manufacture throughout.

The Water used is proved by repeated
Analyses to be Absolutely Pure.

For COAST PORTS, Waters are packed and
placed on board ship at Hongkong prices, and
the full amount allowed for Packages and
Emplies when received in good order.

Counterfoil Order Books supplied on applica-
tion.

Our Registered Telegraphic Address is
"DISPENSARY, HONGKONG."
And all signed messages addressed thus will
receive prompt attention.

The following is a List of Waters always kept
ready in Stock:—

PURE AERATED WATER,
SODA WATER,
LEMONADE,
POTASH WATER,
LITHIA WATER,
SARSAPARILLA WATER,
TONIC WATER,
GINGER ALE,
GINGERADE.

No Credit given for Bottles that look dirty or
greasy, or that appear to have been used for any
other purpose than that of containing Aerated
Waters, as such Bottles are never used again
by us.

A. S. WATSON & CO. LD.
THE HONGKONG DISPENSARY.
Hongkong, 13th April, 1897. [6]

DEATHS.
At Penang, on 21st instant, the wife of W. S.
Court, of a son.
At Shanghai, on the 17th instant, the wife of
S. KUMURO, of a son.

DEATHS.
On the 24th ultimo, at Glesack, Thornton-
heath, Surrey, ELIZABETH, widow of Charles
Adair Cymbell, Esq., of Sarawak, Borneo.
At Penang, on 23rd instant, the infant son of
W. S. COURT.

At Ningpo, on 17th instant, KATHERINE
JOSEPHINE, the beloved daughter of Major and
Mrs. Watson; aged 21 years and 3 months.
Deeply regretted.

The Hongkong Telegraph
HONGKONG, SATURDAY, APRIL 24, 1897.

THE SETTLEMENT OF THE LIGHT
DUES QUESTION.

We congratulate the community on the
success of its appeal to the Secretary of
State for the Colonies from the decision of
the Government to turn the Gap Rock
Light Dues into a permanent charge on
shipping after the cost of the erection of
the Lighthouse had been more than re-
imbursed to the Treasury. No one can find
fault with Mr. CHAMBERLAIN's view of the
case. He thinks shipping may fairly be
charged for all the expenses incurred in
and about the harbour and harbour
establishments and for the buoying
and lighting of the approaches. He
declines to sanction any charge on
shipping in aid of the general revenue
or in excess of the necessary expenses.
entailed by the shipping itself. We
congratulate Mr. WHITEHEAD on his
action in protesting as he did "in his usual
uncompromising fashion," to quote from
the Governor's speech in the Legislative
Council, against the proposal to continue
these light dues, and against the wholly
unconstitutional action of the Government
in consulting privately and out of Council
with the unofficial members on the subject.
We thank him, for his refusal to be a party
to any such proceedings and for bringing the
whole matter before the public and before
the Chamber of Commerce. It is due to
him and to his action that the question was
taken up so promptly and so vigorously.
We publish this evening the Governor's
letter to the Secretary of State enclosing
the protest of the shipping firms, but we
do not see among the papers any covering
letter or any reply from the Secretary of
State to Mr. WHITEHEAD's own very
vigorous and able letter on the same
subject. Surely the Secretary of State
must have sent some answer, or given
some directions. Mr. WHITEHEAD chal-
lenged a decision from Mr. CHAMBER-
LAIN as to the propriety of the Governor's
communications with the Unofficial Mem-
bers out of Council. Perhaps we may
have that decision in a day or two.

There is another little matter to which
we might call attention. When is the
Legislative Council to sit again? It was
supposed to have adjourned pending the
settlement of the question of the Light
Dues by the Colonial Office. Now that is
out of the way, perhaps it may be permitted
to meet again. There is plenty for it to
do.

TELEGRAMS.

REUTER'S MESSAGES.

TURKEY AND BULGARIA.

LONDON, April 22nd.
The Bulgarian Agent has informed the Sultan
that unless *drats* (i.e. firman) for five addi-
tional Bishops for Macedonia are granted before
Saturday, Bulgaria will mobilize her forces.
The Sultan is temporizing in his reply.

THE WAR.
The stubborn resistance of the Greeks delays
the Turkish advance towards Larissa.

THE CAPE OF GOOD HOPE.
The Delencas Commission at the Cape
recommends the creation of a local force of 11,000
men by the compulsory service of white males,
also a large increase of the garrison.

(From Indian Papers.)
PLAGUE IN INDIA.

CALCUTTA, April 21st.
The plague at Hyderabad and Sakur is
seriously increasing. The Poona returns are
steady. At Kurrachee and Bombay there are
slight decreases.

April 21st.
The plague is increasing in the Punjab. Two
medical officers have been specially deputed
for plague duty in Sind.

BANK ROBBERY IN RANGOON.

CALCUTTA, April 6th.
The Hongkong and Shanghai Bank's safe, at
Rangoon, has been opened and Rs.75,000
abstracted. The lock was found to be
untampered, and the small safe containing the
keys of the larger one was also intact.

CALCUTTA, April 7th.
No arrests have yet been made over the Bank
robbery at Rangoon.

(Special to Straits Times.)
DEATH OF MR. WELFORD.

KUALA LUMPUR, April 15th.
Mr. John Welford, Chief Surveyor of Selangor
(recently returned from leave), died this morning
of laryngitis.

NEW GOVERNOR-GENERAL OF
THE PHILIPPINES.

Senor Jose de Navarro, Spanish Consul at this
port, kindly informs us that Marshal Primo de
Rivera, the new Governor-General of the
Philippines, took over the duties of his high
office from General Lachambre, the Acting
Governor, yesterday.

THE INDIAN FAMINE FUND.

The Hon. Treasurer Indian Famine Relief
Fund begs to intimate that he has forwarded the
sum of Rs. 34, to the Hon. Sec. Central Com-
mittee, Calcutta, being the equivalent of \$24,
ex. 160, received from the R.M.S. *Empress of
India*.

PLAGUE NEAR SWATOW.

(From a Correspondent.)

SWATOW, April 21st.
Your telegram calling for information respect-
ing the ravages of the plague in this district
reached me to-day and I at once instituted
inquiries.

Tail-poo seems to be the only place where the
Black Plague is causing much mortality. It is
unquestionably epidemic there. I expect there
are a few cases occurring daily in the four
villages of Kachio Island.

I went through Tail-poo Creek last summer,
and I feel confident that while men could not
thrive in such a low-lying swampy region. It
is almost 8 miles from the entrance abreast of
Swatow to its mouth at the back of Cape of Good
Hope. Tail-poo is a pretty large town and
it appears to me to be a splendid breeding-
ground for any fifth disease, or entirely absent
as any signs that the most rudimentary prin-
ciples of sanitation are understood either by
the people or the officials.

April 22nd.
I am informed that the plague is raging in
Tail-poo, and that it is carrying off many people
at a place named Pawli, about 30 miles from
Swatow.

Up to date Swatow itself is free of the fell
disease.

LOCAL AND GENERAL.

H.M.S. *Grafton* was due at Nagasaki to-day.

The buying rate for sovereigns is \$3.35 per £.

A bonus of 20 per cent to contributors has
been declared by the General Agents of the
Canton Insurance Office.

Mrs. HENRY WARD BRECHER died on March
8th in her 84th year. She married the famous
preacher just prior to his ordination in 1837.

We publish as a supplement of this issue
an interesting article on "Trading in the Carolines"
written specially for the *Telegraph* by Mr. F.
W. Christian.

The chair cooler who escaped and was recog-
nized by the Police yesterday was sentenced to
an additional two weeks' hard labour for escap-
ing from custody.

The sailing record from San Francisco to Lon-
don has been reduced to 24 days by the British
ship *Millhams*, which sailed, grain laden, from
Frisco on December 29th, 1896.

BUSINESS in the Share Market during the past
week has not been very extensive, but sales
have remained fairly steady, in some cases
showing a slight improvement.

Mr. HOWARD POTTER, of the banking firm of
Brown, Shipley & Co., New York, fell down dead
just after entering his house in London on
Wednesday, March 24th. Heart failure was the
cause.

A WASHINGTON telegram of the 7th to the
Tokio Times says that Alfred E. Buck, a
prominent Republican of Georgia, and personal
friend of the President, has been nominated
U.S. Minister to Japan.

An enquiry was held at the Magistracy to-day
on the death of Sapper C. Owen, R.E., who was
found drowned on the 21st inst. After evidence
was given as to the finding of the body,
Mr. W. Dehouse returned a verdict of "found
drowned."

In St. Paul's Cathedral on Sunday, March 14th,
Mr. Bayard being present for the last time,
Archdeacon Stiehl in his sermon said it was
fitting even in such a place to offer heartfelt
acknowledgment of the retiring Ambassador's
powerful contribution to the peace of the world.

"We understand that it was intended to hold
a meeting of the Diamond Jubilee Celebration
Committee to-day, Saturday, but it was con-
sidered it would probably be more convenient
for the members if held on Monday at 4 p.m.,
there being a better prospect of a full attendance
of members on Monday than there would have
been this afternoon."

The abominably foul smell attaching to the
rules of the burnt-out marine delicacy store in
Queen's Road West is still in full blast and the
experience in passing it is one of these things
to be remembered with anything but feelings of
pleasure. The nuisance is a positive menace to
public health and if an epidemic should arise
therefrom *Mastodon* the Sanitary Inspectors
will have something to answer for.

A KOWLOON correspondent informs us that on
sending to the Post Office at 11.30 yesterday
morning for his letters by the American mail he
was told that they had been already sent to
Kowloon. The correspondence, however, did not
reach Kowloon before the 4 o'clock delivery, and
so must have been lying in the office when
asked for. The Post Office officials might at
least take the trouble to look in the pigeon-holes
when asked for letters and thus save delay and
inconvenience to the general public.

THERE is at the fire station, in Queen's Road
Central, an interesting survivor of the recent fire
in a "marine delicacy" shop, No. 351, Queen's
Road. It is a small tortoise that was seen
emerging from the steaming ruins at about 9
a.m. on the morning of the fire. Some of the
firemen decided to adopt the "critter" and it is
now paddling about on the second floor balcony
of the station apparently quite at home. Its
only apparent injury is a slight scorching of one
of the legs. "Erer Terrapin" has already
struck up quite a warm friendship with the
station cats.

THE Tientsin correspondent of the *North China
Daily News* gives the following description of
the new Peking dollar:—"The new coins issued
at the Peking Arsenal are getting into circula-
tion. It is quite a neat coin, one side being
covered with Chinese and Manchu characters,
while in the centre of the reverse is the Imperial
dragon, around which in English are the words,
"Ta Tsing twenty-third year of Kwang Hsu
"Peking Arsenal." The pieces are not
equally well made—indeed they are rather rough
and have an unfinished appearance—but they
are an immense improvement over anything
China has had heretofore."

OUR Chinese friends to-day appeared to be
celebrating the *Shi* of Tin Hsu in most enthusi-
astic style. The divinity in question is known
by the titles of "Queen of the Heavens," "Holy
Mother," and "Goddess of Sailors." One
procession in her honour that went down Queen's
Road this morning was remarkable. Besides the
ordinary red-robed gong-beaters and trumpet
blowers, banner bearers, &c., there were
a number of little girls mounted straddle-wise on
ponies and also a number of men, mounted,
wearing hats like those of the *luchangs* with
great tufts of hair spreading over the top. In the
front of the procession were several pairs of
sawed-down chairs arranged in a row, and
these functionaries were innumerable pairs of
new shoes and there was also a brave display
of comestibles dear to the Chinese palate.

The procession also included quite an army of small
boys bearing what the museum people call
"parade" weapons. The axes, billhooks,
spears and other formidable looking things
glittered brilliantly in the morning sunshine, but
as they were only of wood, covered with tinfoil,
it is safe to presume that none of the youthful
braves hurt themselves.

FROM a Washington Press message published
in the *Frisco Chronicle* we gather that up to the
16th March no plan had been arranged between
President McKinley and Secretary Sherman and
their friends in Congress for bringing about the
much-talked-of Hawaiian annexation. The
commissioners from Hawaii, Messrs. W. O.
Smith and Lorin Thurston, were then in Wash-
ington with a treaty of annexation, but those
most interested in the subject, especially mem-
bers of the Senate Committee on Foreign
Relations, believed it would be impossible to
secure the necessary two-thirds vote for ratifica-
tion of such a treaty, and they were, therefore,
in favour of adopting a more direct means to
accomplish the same result. Mr. John W.
Foster, who visited Hawaii a few months
ago in the interest of the cable company
seeking a charter from the Dole Govern-
ment, is said to be deeply interested in the
annexation question and has discussed it with
several Senators. The matter has been in-
formally brought to the attention of President
McKinley also, but he has as yet not found
time to consider the question as to the best
method to be adopted to bring about annexation.

It has been represented to the President by
those who have recently come from Hawaii that
the condition of the island is very unsatisfactory
at present, politically as well as otherwise, and
that the Japanese, who form such a large portion
of the population, are endeavoring to get control.
Although it is not thought likely they will suc-
ceed, it has been represented to the President
that the Dole Government in the nature of
things cannot last much longer, and that grave
trouble is imminent. Believing that the treaty
could not be ratified, at least not until after a
prolonged contest, annexationists in Congress
are satisfied that the most feasible method to
accomplish the desired result is through a joint
resolution annexing Hawaii to the United States
just as Texas was annexed. The parliamentary
prospects of such a resolution have been
considered, but it is probable that it will not be
introduced until after it has received the
sanction of President McKinley, who, it is said,
hopes to be able to take the subject up for
serious consideration at a very early day.

The British steamer *Marsa*, from Norfolk for
Hamburg, while piloting the *Lizard* on March
22nd, made signals understood to mean:—"We
have rescued the captain, second mate, engineer,
and fireman of the *Ville de St. Nazaire*."

THE master of the steam-launch *Zuin Fui* was
charged at the Magistracy to-day with failing to
show lights while under way in the harbour after
sunset. A fine of \$5 only was inflicted as the
offence was committed a few minutes after
sunset.

ON enquiry at the office of Messrs. Jardine,
Matheson & Co. to-day we were informed that
no further news had been received regarding the
stranding of the *Yiksang*. She was on a voyage
from Newchwang to the Meil and is supposed to
have gone ashore between Nagasaki and Kobe.

THE following is the last sentence in Mr.
Joseph's letter of 10th March to the Secretary of
State for the Colonies in reply to the announce-
ment of his decision, as published in yesterday's
Telegraph, on the question of the withdrawal of
permanently raising the Hongkong Light Dues
from 1 cent to 2½ cents per ton:—

"It is satisfactory to note that the Secretary of
State is of opinion that no charge should be forced
on shipping in the interest of what may be
called the general Budget of the Colony."

THE ship *F. Oaks*, which arrived at New York
on July 4th after a fearful passage of 259 days
from Hongkong, lost no less than six men but, so
far as can be learned from the books at the
Sailors' Home, none of them were victims. The
ship *Governor Robt.*, which succoured this dis-
tressed vessel, was here on June 18th and,
having discharged her cargo at New
York, was on a voyage to Melbourne. At
times during the sickness of Captain Reed and
the crew his wife rendered very valuable aid in
strengthening the ship besides constantly nursing the
sick.

WITH regard to the report which appeared in
our columns on the 22nd inst. of the body of a
young Chinese boy having been found in a bag
of salt fish shipped from Borneo to Hongkong in
the Blue Funnel steamer *Durand*, we are
requested by Capt. Branch to state that there is
not the slightest foundation for the report. Con-
sidering that all the bags are packed in the pre-
sence of the Customs officers in Sandakan it
would be well-nigh impossible for a body to be
packed with the fish as described. The report
in question was given as an "extraordinary
story" and we stated that so and so was reported,
and no credence would have been given to the
story had it not been for the fact that for ways
that are dark and tricky, that vain the heathen
China is peculiar, and it occurred to the writer of
the paragraph that it was just possible some
indigent Chinaman had adopted the means
of getting the body of his son to China.
The body, or a body, may have been found
among salt fish discharged from another vessel.

It is stated to have been definitely decided
(writes a correspondent of the *Morning Post*)
that when Vice-Admiral Sir John A. Fisher, K.
C.B., holds his flag in the new battleship
Roon, now completing for sea at Devonport,
he will be succeeded as Controller of the Navy by
Rear-Admiral Sir F. Bedford, K.C.B., the second
Sea Lord. It is not yet known who will be his
successor, but there is a belief in naval circles
that Vice-Admiral Lord Walter Kerr, K.C.B.,
Commander-in-Chief of the Channel Squadron,
will, when he hands down his flag in May, return
to the Admiralty, on which he has already
served. There is also some belief to believe
that Vice-Admiral F. H. Seymour, now acting
as Admiral Superintendent of Naval Reserves,
will be the next Commander-in-Chief of the
Mediterranean Squadron, and the name of Vice-
Admiral H. F. Sturges, K.C.B., ex-Equerry
to the Prince of Wales, is mentioned in con-
nection with the command of the Channel Squadron.

COLOMB SHOWS.

We are glad to learn that H.M.S. *Rainbow*'s
Mastodon Minstrels, a troupe that has
won a great reputation for itself on this
Station on account of the sterling merit
of their performances, are to make their first
appearance before a Hongkong audience next
Thursday evening at the Theatre Royal, City
Hall. The Company, besides being an excel-
lently capable one, is also exceptionally large,
numbering with chorus and orchestra over 40

THE JERVOIS STREET FIRE.

At the Magistrate's Court today Mr. Wodehouse returned the enquiry regarding the fire which took place at 99 Jervois Street, on the 21st inst. Mr. H. L. Dwyer (Crown Solicitor) watched the proceedings in the interests of the Crown, and Inspector Duncan conducted the case for the police.

Wong Lin Kong, assistant accountant, U. Ning, tailor, U. Yau, Chin Wat, U. Fong, U. Cheong, shop coolies, were present in custody charged on suspicion of having caused the fire.

Evidence was given by Acting-Sergeant McCauley and Sergeant Cuthbert as regards the finding of the bodies of the three deceased and their removal to the hospital.

Dr. J. H. Swann, of the Government Civil Hospital, stated that he had made an examination of the bodies and gave it as his opinion that the cause of death was asphyxia. There were no marks of burning on the bodies and they were discovered 7 years.

At this stage Mr. Dwyer asked for the discharge of U. Ning, one of the prisoners, and a tailor by trade. His Worship assented and the man was placed on the witness stand. He gave information as to several of the deceased, whose bodies he had recognized at the mortuary, and said they lived on the first floor, where they dealt in cotton, yarn, and piece goods. He last saw the men alive on the night of the 20th inst.

His Worship at this stage questioned Mr. Dwyer as to the nature of the evidence to be taken.

Mr. Dwyer said that the circumstances alleged to prove that there was murder and incendiarism in the case.

The witness, resuming his evidence, said he only slept at the shop sometimes and did not know who slept on the first floor. It was at about 5 a.m. on the 21st he was awakened by the sound of the bell ringing.

In reply Mr. Dwyer, His Worship said he had declined to hold a fire enquiry and was simply guided by the police.

Mr. Dwyer said he thought all the facts of the case should be brought out. There might be facts brought out at an enquiry which would be evidence and he suggested that the witness be asked if he knew anything in connection with the shop, especially as to lamps, kerosene, goods, &c. Counsel had heard that there were four tins of kerosene found there one being for ordinary use and the other three for setting fire to the house. If the deceased met their deaths through a felonious act those responsible were guilty of murder and counsel thought that if an enquiry were held a lot of facts would come out.

Mr. Wodehouse then consulted Mr. May, who was present, regarding the holding of an enquiry. Mr. May said he thought there was no suggestion to hold an enquiry and that the charge of arson was a separate matter. They now wanted to find out how these men met their deaths and there was no objection to an enquiry, but, though it hardly necessary to hold an enquiry, evidence now came out that could be used afterwards.

His Worship asked Mr. Dwyer if he would leave off the enquiry and begin a fire enquiry.

Mr. Dwyer assented and asked for an adjournment until next week. He had, he said, come to the Court under the impression that his Worship had declined to hold a fire enquiry altogether and he thought such an enquiry would bring out the facts.

It was then arranged to adjourn the matter until Wednesday next at 3.30 p.m.

NEWS BY THE FRENCH MAIL.

LONDON, March 26th.

The Mansion House Indian Famine Relief Fund last night amounted to over £45,000.

Captain Byrne, of the Berlin Expedition, has succumbed to his wounds in St. Thomas's Hospital.

Although the general health of London remains remarkably good, it is unpleasant to note a considerable recrudescence of that scourge influenza.

It is announced that Field-Marshal Marquis Yamagata will visit this country for the purpose of being present at the Diamond Jubilee celebrations.

The impending visit of President Faure to Russia is confirmed by the *Nouvelles Russes*.

The Chinese Minister, who has been ill for some months, on the 24th inst. is to be out of doors in a bath-chair.

At home the Queen's Diamond Jubilee occupies more and more attention. Arrangements are being made for special thanksgivings in the churches on Ascension Day, Sunday, June 20th.

It has now been definitely decided to bring to London on Monday, June 21st, the whole of the troops from Aldershot and other home stations.

Owing to continued ill-health Mr. Justice Charles has resigned his seat on the Judicial Bench. He has been a judge for nearly 20 years.

The Cambodian Prince Donng-Ker, who has been living in exile in Algeria, died yesterday after a long illness.

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libbing a course of instruction in the Korean language, and also, experimentally, in Chinese, special professors being engaged for the purpose.

SHIPPING.

Messrs. D. and W. Henderson and Co. have launched the *Wakase Maru*, a twin-screw steamer built for the Nippon Yusen Kaisha.

Her principal dimensions are: Length over all, 463 ft.; beam moulded, 49 ft. 2 in.; depth moulded, 33 ft. 6 in.; and a gross tonnage of about 6,000 tons.

The order for the further augmentation of the Russian Volunteer Fleet by two ships have been placed on the Clyde, one of the steamers going to Clyde bank, the other to Messrs. Deane, of Dumbarton, with twenty boats to Messrs. Alley and McLellan. Neither of these firms is concerned in the engineering dispute on the Clyde, so that a quick despatch can be assured.

An Ottawa telegram reports that in official circles it is stated that Messrs. Peterson and Co., steamship owners, Newcastle-on-Tyne, have entered into a provisional contract with the Dominion Government for a fast steamship service between Canada and England. The firm have under taken to perform a 30-knot service for a subsidy much less than that for which the late Government were prepared to close with the owners of the "Albatross" line last year.

NAVAL ITEMS.

The following appointments have been made at the Admiralty:—Lieutenants—G. B. Hutton, H. Edwards, C. Macfarlane, A. G. Hamilton, T. W. Wardle, to the *Undisputed*, to be lent to the *Edgar*; L. A. Tawney, to the *Edgar*, to date March 23; Acting Lieutenants—A. H. Boston, R. N. R., to the *Gratton*, to date March 23; W. H. Russell, R. N. R., to the *Undisputed*, undated; Sub-Lieut. B. Curtis, to the *Undisputed*, to be lent to the *Edgar*, to date March 23.

The *Powerful*, cruiser, Captain W. H. Fawcett, which is to be commissioned at Portsmouth on May 1st, carried out her gun trials at the eastern end of the Isle of Wight on 24th inst., under the superintendence of Captain E. F. Jeffries, of the *Excellent*. The trial was a complete success, and the ship subsequently anchored at Spithead.

The first-class cruiser *Edgar* has been commissioned at Devonport by Captain Arthur C. Clark to convey a new crew to Hongkong for the first-class cruiser *Undisputed*, which is to be recommissioned for her second term of service on the China Station. Captain Clark will take over the command of the *Undisputed*, and Captain John S. Hallifax and the present crew of the *Undisputed* will return to England in the *Edgar*.

The Clydebank Shipping and Engineering Company launched on 20th inst. the protected steel cruiser *Europa* one of eight similar vessels now under construction for the Admiralty. The others are the *Argonaut*, the *Nile* (already launched), and the *Amphitrite*, the *Diadem* (already launched), the *Argonaut*, the *Andromeda*, and the *Spartiate*. The vessels are not quite so large as the *Powerful* and *Terrible*, as the desire is to fit them for passing through the Suez Canal in fighting trim. The *Europa* class are 460 ft. in length over all, 60 ft. broad, and have a displacement of 11,000 tons each.

AUSTRALIAN NEWS ITEMS.

ADELAIDE, March 22nd.

The opening ceremony of the Federation Conference was performed here to-day.

At the Federal Conference the Hon. C. C. Kingston was unanimously elected President.

Great excitement exists at Kalgoorlie, where an immensely rich vein has been struck in the Great Boulder mine, West Australia. It is supposed to be the greatest deposit of pure gold ever found in a reef. Seventy pounds weight of gold were secured in a few hours. The reef is situated at the two hundred feet level.

A number of Turkish ironclads, accompanied by several torpedo boats, have been despatched for Great Britain from Constantinople, amidst great demonstrations of popular enthusiasm.

Peter Maher claimed the championship of the world after the resignation of Fitzsimmons, and has accepted the challenge of Sharkey.

The Federation Convention is settling down to work.

March 23rd.

Barton's resolutions, now being discussed by the Federal Conference, provides for a Federal Government, at the same time preserving intact the rights of the separate States, absolute Free-trade; a Statute Assembly; and a National Executive; Governor-General to be appointed by the Queen; and the formation of a Supreme Federal Court.

Great excitement is felt in the city in regard to the recent find in the Great Boulder mine at Kalgoorlie. Lane, the manager of the mine, gives it as his opinion that the vein will run vertically at the three hundred feet level.

The Dutch Government have paid £17,000 as compensation to the owners and crew of the *Costa Rica* Packet.

March 25th.

The shillings of the Federation Convention are proceeding favourably. The speakers generally are high-toned favouring a form of federation preserving each state's individual autonomy, with Governor-General appointed by the Queen. It is evident the question of selecting a federal capital will be a crucial point. The citizens of Woorwool have sent in a petition setting forth the advantages of their town for the capital.

The Queensland Premier has intimated his willingness to enter the Convention if time is allowed before finally adopting the draft Bill. This announcement has given the Convention immense gratification.

LONDON, March 22nd.

The ceremonies attending the centenary celebration of the birth of Emperor William I., the grandfather of the present Emperor, began in Berlin yesterday and ending to-day, was continued to-day, commencing with an early visit of the Emperor and Empress to the mausoleum of William I.

Their Majesties, who received an ovation all along the route, spent a quarter of an hour in silent prayer at the tomb and returned to Berlin some 9 o'clock.

At 9 o'clock the troops, decorated with new memorial medals, and detachments of sailors, took up the positions assigned them on Unter den Linden. About 10.30 the Emperor, in the uniform of the Garde du Corps, arrived and was welcomed with enthusiastic "hoops" and waving handkerchiefs.

His Majesty halted before his late grandfather's palace and ordered the flag and standards stored therein to be brought out. The Emperor then rode at the head of the column, leading the troops to the festival square.

The monument was unveiled at 11.30. The royal personages were beneath a magnificent tent facing the monument. They included the Emperor, ex-Empress Frederick and the Kings of Saxony and Wurttemberg. Privileged spectators numbered about 3,000. His Majesty occupied a position on horseback in front of the royal tent, facing the monument.

Drums and trumpets called to prayer. A special trumpet corps sounded the hymn "Leobden Herrn." Rev. Dr. Faber delivered a prayer, the trumpets and drums following with a grand burst of music.

The Emperor then ordered the monument unveiled, the troops presented arms and there was a loud cheer. Massed bands played the Prussian national anthem, a salute of 201 guns was fired from the *Kaiserliche* adjoining and all the church bells rang. The ceremony ended with a choral played by the special trumpet corps and the march past of the troops.

After the march past of the troops, the Emperor and the Empress walked in procession around the monument and laid wreaths on the steps. In passing, Prince Hohenzollern, the Imperial Chancellor, and the two Emperors bowed graciously.

The whole affair was most impressive, and was witnessed from a distance by enormous crowds upon the roofs, in windows and on the balconies of the houses in the vicinity.

During the ceremony colours and flags captured from the French during the war of 1870-71 were displayed, with the sides of the monument surrounded by a circle of cannon ornamented with oak leaves, also captured from the French. All the troops taking part in the ceremony were under the personal command of the Emperor. The Grand Marshal Count von Eulenburg has been decorated by the Emperor with the Order of the Black Eagle.

The Wilhelm Order has been conferred on Dr. von Roetticher, Minister of the Interior, and Dr. von Stephan, Minister for Post and Telegraphs.

EX NIHILO NIHIL FIT.

Linley Sambourne once depicted for us a "curious collection" composed of Sir William Harcourt. The meeting of the Straits Association held a few days ago may suggest what a Paradise the Colonial Office would be if its despatch were composed of Straits Settlements. Here are no West Rivers to be opened nor Kwang vicarages to be brought to reason; no questions of transit or light dues or Customs tariffs; no forebodings to be defended nor railways to be urged forward; neither passenger restrictions nor political complications. And so, everything being for the best in the best of all possible worlds, the members dreamed of fair women and resolved to have a conversation. There are conversational and conversational. We have known the term applied to microscopical demonstrations, and expanded to cover an ornithological museum. We saw it restricted, at Fitzsimmons's Hall, to mere men with champagne, and accessories that might suit their conversation. This time there will be ladies; so the feast will be of reason and the flow of soul. Imagination in the sincerest form of flattery. We have heard much lately from Hongkong about Singapore. The Straits pay 17½ per cent. military contribution; Hongkong is quite willing, therefore, to pay it too; but Singapore has a Municipal Council, and Hongkong ought to have one as well. The members of the Straits Legislative Council are separated—the unofficial limbs from the official gait, while in Hongkong they are mixed up—which is as, as we know, to have delicious results; so questions have naturally been asked in the Hongkong Legislative Assembly why these things are so. It is only courteous that such subtle compliments should be reciprocated, and has not Hongkong just given a ball which will always be remembered, according to a local contemporary, as "one of the most brilliant functions ever held in the colony?" There might be difficulties about exactly a ball, in "a land where it is always abundant," but fair women and brave men can be combined under other forms and to other strains. And so, smiling superior, while their neighbours' "chaot tales of ancient wrong," the Straits have decided upon a name which allows the greatest elasticity consistently with the language which perfect satisfaction implies.

The decision may be far-reaching. Commenting on the slow ascent of man from a condition of savagery, and on the slower diminution of cruelty in his conduct, *Harper* suggested, recently, the adoption of bicycles in war as calculated to restore the sense of satisfaction men felt in the days when they met face to face and the impact of their blows. Not only would a quadruple or sextuple bicycle—the soldiers riding tandem—be a terrible engine, dashing into the foe with irresistible force and laying his dozens before it went to wreck; but all the community would be ready to go to war, women and all. "Everybody on a wheel," and everybody on a wheel would be a warlike and a warlike. A nation of warriors! And the writer "feels certain that women, when they are fully developed by the bicycle, will make good soldiers in the golden era when women take on all manly occupations." Have we here, perchance, the germ of the idea? The advantage of the conversation is that it permits of ladies belonging; and what Secretary or Under-Secretary of State, what Colonial Governor would dare reject a proposal put forward by an Association numbering amongst its members the Queen? We all know how the intellectual level of talk is raised directly a lady enters a room where men had been conversing, alone, in their futile way. With what brilliancy of illustration and what precision of logic may we not expect these new recruits to impress upon high officials the improbability of nominating De Vries to Perak where the cricketing team wants strengthening, while he would be such an acquisition at Pahang where the golfers are so few? Is it to be supposed that Selangor would have a better Singapore match on Feb. 1, last, if the Straits Association had had a conversation instead of a dinner last year?

There have been hints and regrets that all do not join the Association who might be expected to swell its ranks; that it will all now be changed. The China Association has gone on bloodily and selfishly in the old brutal way; organizers and disciplinarians, a disfiguring social ambition to discern. And what has resulted? We shall see, now, the better way. Mr. Swettenham's satire on the lack of enterprise which delayed construction of Straits railways will be refuted by the ladies casting their jewellery into the crucible and giving concerts and bazaars to raise capital for the undertaking. Questions of Kedah and Kelantan will settle themselves; and docks and barracks will be built out of hand. All Slam will rush to join when a line to Chongnai and Saemau can be decided on in an evening's chat; and the bottom will be knocked out of French Councils registration when the news spreads how the Straits Association has opened wide its doors. Hongkong will, of course, copy the example, and the precedent will gradually extend. Instead of offices and clerks we shall have assembly rooms, and instead of reports and maps, bulletins, boxes and Japanese fans. Instead of Blue-books there shall be Blue China. Questions of military contribution will be withdrawn when it is known that ladies have taken up arms; and light dues will cease to perplex when it is realized that this labour in the deep mid-ocean, wind and wave and sea.

Harper suggests that the adoption of bicycles might turn war into an opera bouffe; but asks what if it does? "It is expensive now," and contributes to national and individual vanity, and is not amusing." May we not apply the maxim to associations of the conversation make politics more exciting and exhilarating, and perhaps even more quickly destructive? "As to dignity," he concludes, "he is not quite sure." But then he is thinking of staff officers and electric motors; and we might be suspected of trifling if we allowed ourselves to be so carried away from our theme—whereas, in the officially avowed absence of serious topics, we have merely called in our light *Harper*—*Ed and G. Smyth*.

SHOCKING PIRATICAL OUTRAGE.

VESSEL LOOTED AND MERCHANTS BUTCHERED.

SHANGHAI, April 10th.

Like the average policeman, the Chinese gunboats and revenue junk cannot be everywhere at once; apparently they were not at Nanchang, a few days ago, when five merchants travelling to Kinkiang were robbed and fondly murdered.

The unhappy men formed a party of six, travelling by a native boat, one of whom excused by driving overboard. They were peacefully making their way to their destination, when an unsuspicious-looking boat bore swiftly down upon them and a fierce hand suddenly appeared in view, boarded the merchants' boat, and overpowered the boatmen. They first robbed the merchants and then butchered them one after another.—*Mercury*.

THE LIGHT DUES QUESTION.

The following is the full text of the despatch, quoted to us in our last issue, addressed by His Excellency the Governor to the Secretary of State for the Colonies on the vexed question of the levying of unnecessary and excessive Light Dues:—

Governor to Secretary of State.

Hongkong, 18th January, 1897.

Sir—I have the honour to forward herewith a petition which I have received from shipping firms in this colony on the subject of the light dues levied at this port.

2.—To facilitate the consideration of the question I should mention that light dues were first imposed in 1875, when one cent a ton was charged on European shipping entering the port and in 1880 they were increased to 2½ cents a ton, the increase being made in order to meet the expenditure in connection with the erection and maintenance of the lighthouse on the Gap Rock. It should also be borne in mind that in 1867 a charge was levied on all native craft trading with this port, and has been continued up to the present time. This charge yielded in 1895 a revenue amounting to about \$50,000.

3.—Petitioners now ask that the dues be reduced to the original charge of one cent, as the additional levy of 1½ cents has more than paid for the cost of the Gap Rock Light, and as the charge of 1 cent a ton is more than sufficient to cover the cost of the upkeep and maintenance of the present lighthouse. They state that any charge over and above that necessary to cover such cost will deter shipping from this port and is an infringement of the freedom of the port, which will affect its welfare.

4.—Solar light dues are concerned agree with petitioners that the revenue derived from them should be applied to the purpose for which it is raised, viz, the upkeep and maintenance of the lighthouse; and it is true that the charge of one cent a ton is sufficient to cover all present expenditure incurred on that account.

5.—With regard to the increased rate of 2½ cents a ton there seems to have been an understanding at the time it was raised that it was to be devoted to defraying the cost of the Gap Rock Lighthouse and there was an implied, if not a distinct, promise that it would not be devoted to any other purpose without the Legislative Council being consulted. In order therefore to redeem this promise, and I have informed the Council that in my opinion it should be redeemed, it will be necessary to abolish the present Gap Rock rate by a resolution of the Council. But petitioners not only desire the former rate to be abolished in fulfilment of the promise made by Government, but they wish the light dues to be permanently reduced to one cent, pointing out that any levy in excess of that amount is not required for the lighthouse service, but will be merged in the general revenue, to which they contend that shipping should not contribute.

6.—In this connection, with one exception, all the Unofficial Members of the Legislative Council, to whom I referred the matter, do not concur in the opinion that shipping should be exempt from taxation as petitioners desire. They maintain that if the present duty of 2½ cents a ton is continued as it is light dues but as harbour dues, there will be no infringement of the freedom of the port—free port being one at which no customs duties are levied, and there is no intention to charge customs dues at Hongkong. They also consider that the prosperity of the colony will not be affected by the imposition of such harbour dues.

7.—With regard to the argument advanced by petitioners that any tax on shipping will be an infringement of the freedom of the port, I do not think they can be aware of the fact that there are many free ports where the tax on shipping is very heavy, and I agree with those members of the Legislative Council who consider a free port to be one where no customs duties are charged.

8.—With respect to the fear expressed by petitioners that ships will be deterred from coming to Hongkong if a charge of 2½ cents a ton is imposed, the following figures show that the entry of European shipping into Hongkong has steadily increased since light dues were first levied. In 1875, when the dues were first levied, the European tonnage entering the port was 1,951,855 tons. In 1880 it had increased to 2,335,587 tons and in 1885 to 3,865,709 tons. In 1890 light dues were increased from one cent to 2½ cents. In that year the tonnage entering the port amounted to 4,893,733 tons and in 1895 it reached 5,775,258 tons.

9.—It will be noted that the figures admit that shipping should pay for the lighthouse which is established and maintained for its benefit. If this principle be extended there appears to be no reason why shipping should not contribute towards other services which are maintained either directly or indirectly on its account, such as the Harbour Department, Water Police, etc., the cost of which exceeds the amount raised from the dues of 2½ cents a ton imposed on shipping.

10.—As I have stated above, the charge on native craft yields a revenue of about \$50,000 a year, and if the principle is once admitted that European shipping should not be levied for purposes of general revenue, it would seem only fair to extend the same principle to native craft.

11.—The amount inserted in the Estimates for 1897 as likely to be derived from light dues amounts to \$113,000. If the prayer of the petition is granted and a charge of one cent instead of 2½ cents a ton is levied the amount of the estimate will be reduced to \$45,200.

12.—As you are aware the sources of taxation in this Colony are limited and only two years ago the fees charged for various licences were raised considerably. It is true the tax charged on the rateable value of houses property is not a heavy one and might be increased without imposing too great a burden on owners of property. But I do not regard the present time a favourable one for increasing taxation in this direction, as our sanitary legislation has involved a considerable outlay on house property, though should the necessity arise, an increase might be made.

13.—After a careful consideration of the arguments advanced by the petitioners and of the views held by others on the subject of the taxing of European shipping entering this port, I am of opinion that a charge of 2½ cents a ton imposed

on such shipping as harbour dues is not an unfair one, and is not calculated to injuriously affect the prosperity of this port, which, even if this charge be imposed will still be one of the cheapest ports for shipping in the world. If it appeared to me that harbour dues, such as I recommend should be imposed, would have an injurious effect on the welfare of this Colony, I should not hesitate for a moment to advise that no such tax should be levied. I am fully alive to the importance to this Colony to ability and to the necessity of care being taken to avoid imposing on it any burden which would deter vessels from visiting it. But in view of the figures given above, which show that the tonnage entering the port has steadily increased, though it has had to pay for several years a tax of 2½ cents a ton, exactly the same amount which it is now proposed to impose permanently as harbour dues, and of the fact that Hongkong is such a cheap port for shipping, I am led to the conclusion that the fears expressed by the petitioners are groundless, and that harbour dues of 2½ cents a ton will keep vessels away from the Colony to the injury of its trade and its prosperity.

14.—I am advised that in order to give legal effect to the change which I propose of converting the present light dues into harbour dues it will be necessary to pass an Ordinance. I have therefore to request, if you concur in the conclusion at which I have arrived, that you will authorise me to introduce into the Legislative Council an Ordinance for this purpose, and that you will convey to me your authority by telegram, as it is important that this question should be definitely settled with as little delay as possible.—I have, &c.

WILLIAM ROBINSON.

The Right Honourable Joseph Chamberlain, M.P., &c., &c., &c.

LEGAL INTELLIGENCE.

SUPREME COURT.

CRIMINAL JURISDICTION.

(Before His Lordship Sir J. W. Carrington, K.C.M.G., Chief Justice.)

April 21st.

The case of the Queen against Li Pang and Wu Chuk Sam, charged on the complaint of one Yeung Ming Shan with conspiracy and with altering a forged document, which was put forward yesterday and the day before, was resumed this morning at 9.30 before the Chief Justice and a special jury. Mr. E. Robinson appeared for the prosecution (assisted by Messrs. Deacon and Hastings) and Mr. Francis, Q.C. (assisted by Mr. W. K. Mounsey) for the defendants. At the close of the case for the prosecution the jury stopped the case returning a unanimous verdict of "not guilty" as regards both defendants on the charge of conspiracy, the Chief Justice expressing his full concurrence in the verdict. The defendants were then formally acquitted on the charge of uttering. The prosecution offered no evidence and a verdict of "not guilty" was returned and recorded. With the discharge of the defendants the business of the April Criminal Sessions closed.

THE CORBETT-FITZSIMMONS FIGHT.

STATEMENTS BY VICTOR AND VANQUISHED.

In connection with the above contest for the world's championship, which has been styled "the fight of the century," the following statements by the principals, taken from the *San Francisco Chronicle* of March 18th, may be of interest:—

FITZSIMMONS'S STORY.

"In the sixth round the blood was interfering with my breathing, and I played as careful as I could hanging on when possible to avoid punishment. I knew if I could stand that round I should win. I was in pretty bad shape for a little while, but after that I never had a doubt as to my winning. For Corbett's blows were growing slower and slower every minute, while I did not feel any ill effects myself. When I hit him in the last round I was going to appear him with my left, but I saw him gradually sinking, and I restrained myself and walked away. I thought he would not be able to get up in time, so I walked to my corner, knowing the fight was mine."

Corbett talks about a return fight and says that he will follow from town to town until I give him a return battle. I am 36 years of age, have fought more championship battles than any two men in ancient or modern ring annals, and shall retire. I will never fight again. I feel more than pleased at the work of Referee Silver, and am satisfied that his interpretation of the rules was along fair lines. I have been confident all along of my ability to whip Corbett. He gave me a hard fight, and I got considerable punishment. I walked for the time, and finally, as he could not get at his head, played for his body and finished him. I ended Corbett with the same blow that I used on Sharkey—a left-hand swing on the body under the heart."

WHAT CORBETT SAYS.

"The man beat me fairly and I must give him credit for that, but I think I am the man's master. He could not put me out by hitting me on the face. He hit me a number of times on the side of the jaw, but his blows were not more forcible than my own. When he landed, his blows had spent their force, and I saw that it would be an easy matter for me to win the fight if I did not become careless, but that is just what I did, because too careless and Fitz's arm—which one I do not know—shot out and caught me right in the stomach. I was not knocked out, but could not get my wind. I gasped for breath. I knew all that was going on, yet I did not have the strength to rise until too late. If Fitz will give me another fight I will have a purse on hand of from \$10,000 to \$30,000 ready to be covered."

H.K.V.C. FIELD BATTERY.

The final shoot for the McCallum Rifle and Spoons took place this afternoon at Kowloon. Serjeant McPhail wins the rifle, having made the highest aggregate in four Competitions. Scores as under:—

100 yds

Intimations.

"ESSETS"

DISINFECTING FLUID.

"ESSETS"

DISINFECTING POWDER.

"ESSETS"

DISINFECTING SOAP AND TOILET PREPARATIONS.

One gallon of "Essets" Fluid is sufficient to make 1,000 gallons of Disinfectant.

Send for Corroborative Reports, Testimonials, Price Lists and Particulars to—

WATKINS & CO.,

SOLE AGENTS,

66, QUEEN'S ROAD CENTRAL, HONGKONG.

THE CLUB HOTEL METROPOLE,

5, BUND, YOKOHAMA.

1, TSUKIJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT. Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggage and affording information. Passengers are met at the Railway Station.

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra charge—THIS ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager,

L. DEWETTE, Manager,

J.-J. CARNAUD, 3, rue d'Argout, PARIS

TIN BOXES STAMPED ARTICLES

MILITARY EQUIPMENT

DODWELL CARLILL & Co., Agents for M. OPPENHEIMER & Co, Paris

VICTORIA CHAPTER,

No. 525, E.C.

AN EMERGENCY CONVOCAION of the above CHAPTER will be held in the FREEMASONS' HALL, Zetland Street, on TUESDAY, the 27th instant, at 8.30 for 9 p.m. precisely. Visiting Companions are cordially invited to attend.

Hongkong, 22nd April, 1897.

ZETLAND LODGE,

No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on SATURDAY, the 1st May, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 22nd April, 1897.

Auctions.

PUBLIC AUCTION

OF HOUSEHOLD FURNITURE, &c.

THE Undersigned has received instructions to Sell by PUBLIC AUCTION

ON MONDAY, the 26th April, 1897,

commencing at 2.30 P.M.,

at No. 5, OLD BAILEY STREET, UPPER FLOOR.

The whole of the HOUSEHOLD FURNITURE,

SITTING, DINING, and BED ROOM

FURNITURE, &c.

Comprising: TAPESTRY COVERED SITTING-ROOM

SUITE, MIRRORS, PICTURES, CHIFFONIER,

SIDEBOARD with MIRROR,

ELECTRO-PLATE, GLASS and CROCKERY,

WARE, CUTLERY, LAMPS, BEDSTEAD

& FITTINGS, MARBLED TOP WASHSTAND,

DRESSING TABLE and MIRROR, WARD-ROBE

with GLASS DOOR, &c., &c., &c.

ONE LADY'S CARRYING CHAIR in RED PLUSH,

&c., &c., &c.

Catalogues will be issued prior to Sale.

On View on SATURDAY, the 24th April P.M.

TERMS OF SALE.—As customary.

GEO. P. HAMMERT, Auctioneer.

Hongkong, 22nd April, 1897.

PUBLIC AUCTION.

BY order of the OFFICIAL ADMINISTRATOR the Undersigned has received instructions to Sell by PUBLIC AUCTION

ON TUESDAY, the 27th day of April, 1897,

commencing at 2.30 P.M.,

at his SALE ROOMS, QUEEN'S ROAD, SUNDAY JEWELLERY

belonging to the Estate of the Late NORBERTO J. COMES & D. S. HEATSMAN,

Comprising: DIAMOND, RUBY & EMERALD RINGS,

PEARL SCARF-RING and BROOCH,

LADY'S GOLD WATCH,

LADIES' and GENT'S GOLD WATCH-CHAINS,

GOLD NECKLACE, BROOCHES, EAR-RINGS,

PENDANTS, LOCKETS, HAIR-PINS and STUDS,

GOLD and TORTOISE-SHELL FRAMED EYE-GLASSES,

&c., &c., at the same time, ONE GOLD WATCH, CHAIN and PENCIL,

by JOHN NOBLE, belonging to the Estate of the Late LOUIS GRUNAUER.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG, Auctioneer.

Hongkong, 20th April, 1897.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

THE Company's Steamship

"THALES,"

Captain Douglas, will be despatched for the above Ports TO-MORROW, the 25th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 24th April, 1897.

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OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.

THE Company's Steamship

"DEUCALION,"

Captain B. Branch, will be despatched on MONDAY, the 26th instant, at 4 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 23rd April, 1897.

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THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship

"ZAFIRO,"

Captain Cobban, will be despatched for the above Ports on MONDAY, the 26th instant, at 5 P.M.

This Steamer has Superior Accommodation for Passengers.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 23rd April, 1897.

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CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE.

THE Company's Steamship

"CHINGTU,"

Captain Jones, will be despatched as above on THURSDAY, the 26th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 23rd April, 1897.

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"MOGUL" LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Steamship

"ARGVIL,"

Captain Ward, will be despatched as above on or about FRIDAY, the 30th instant.

For Freight or Passage, apply to DODWELL CARLILL & Co., Agents.

Hongkong, 23rd April, 1897.

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OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"MENECLAUS,"

Captain Towell, will be despatched as above on SUNDAY, the 2nd May.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 20th April, 1897.

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"BEN" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"BENMOHR,"

Captain Le Boulle, will be despatched as above on or about the 7th May.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 22nd April, 1897.

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NIPPON YUSEN KAISHA.

TRANS-PACIFIC LINE.

MONTHLY SERVICE.

FOR SEATTLE, WASHINGTON,

VIA MOI, KOBE AND YOKOHAMA.

(Through Passenger Tickets and Bills of Lading issued for the principal Cities in the UNITED STATES, CANADA and EUROPE, in connection with the Great Northern Railway and Atlantic Steamers.)

THE Company's Steamship

"SAKURA MARU,"

Captain W. Brad, will be despatched as above on SATURDAY, the 15th May, at Noon.

Consular Invoices for the United States should be in QUADRUPPLICATE, and one Copy must be mailed by the Steamer to the care of the FREIGHT AGENT, Great Northern Railway, Seattle, Wash.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, 23rd April, 1897.

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CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU,"

Captain Jones, will be despatched on TUESDAY, the 18th May, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A fully qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S. S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 23rd April, 1897.

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SAILING VESSEL.

FOR SAN FRANCISCO.

THE 100 A1 British Ship

"FALLS OF DEK,"

Lock, Master, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co.

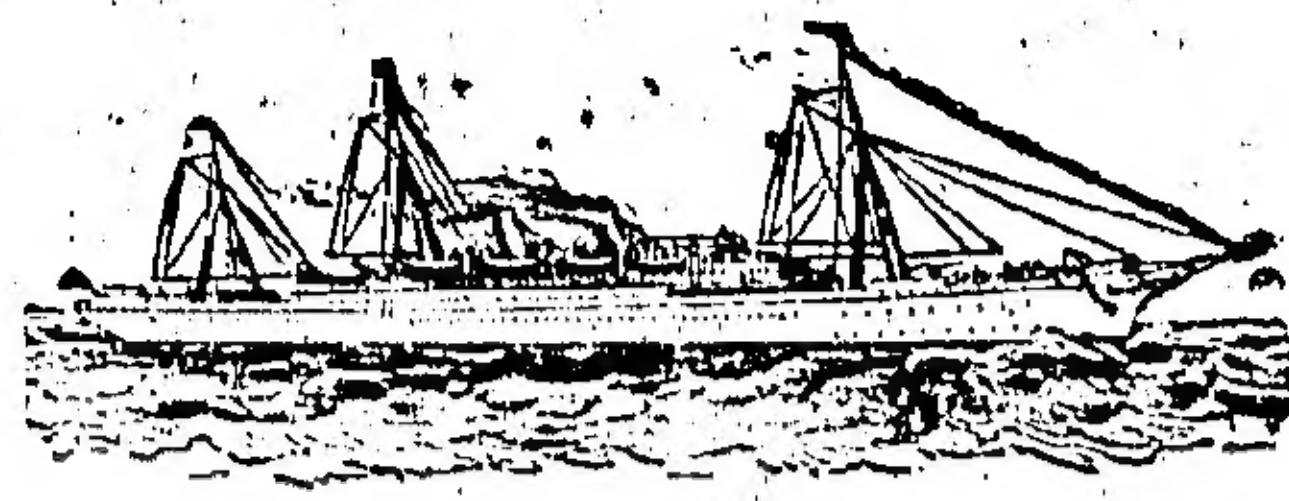
Hongkong, 4th February, 1897.

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Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE

1897.



1897.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 28th April.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 19th May.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 9th June.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits. Good for 9 months, £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,

Faidor's Street.

Hongkong, 7th April, 1897.

[3]

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 11th May, at Noon.

Garle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 29th May, at Noon.

Dorle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Thursday, 17th June, at Noon.

THE Company's Steamship

"COPTIC"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on TUESDAY, the 11th May, 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN; and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, PRYAS CENTRAL.

J. S. VAN BUREN, Agent.

Hongkong, 23rd April, 1897.

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F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG.

SOLE AGENTS FOR

HARTMAN'S PATENT GENUINE COMPOSITION RED HAND BRAND,

HARTMAN'S GREY PAINT,

DAIMLER'S PATENT MOTOR LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

AT REASONABLE PRICES.

Hongkong, 10th May, 1897.

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Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILWAY COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$400.

Excellent accommodation. First-class Table, DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK \$350.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Mount Lebanon, 1,240 | Sunday ... | April 25.

Paitan, 1,700 | Tuesday ... | May 4.

Tacoma, 1,550 | Tuesday ... | May 25.

Victoria, 1,197 | Tuesday ... | June 15.

Olympia, 1,508 | Tuesday ... | July 6.

Paitan, 1,700 | Tuesday ... | July 27.

Tacoma, 1,550 | Tuesday ... | Aug. 17.

THE Steamship

"MOUNT LEBANON,"

sailing at Noon, on SUNDAY, the 25th April, will proceed to VICTORIA (B.C.) & TACOMA (Wash.), via KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast, Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL CARLILL & Co.,

General Agents.

Hongkong, 15th April, 1897.

[4]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ,

PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN AND HAMBURG,

PORTS IN THE LEVANT.

BLACK SEA AND BALTIC PORTS:

ALSO

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON, AND SOUTH AMERICAN PORTS.